

dant support ships. Accordingly, *Askari* was taken to the Willamette Iron & Steel Co. at Richmond, Calif., late in November 1965 to prepare for service in South Vietnam. She was recommissioned at the Mare Island Naval Shipyard on 13 August 1966, Lt. Comdr. John F. Campbell in command.

The ship spent the next four months fitting out, conducting shakedown training, and preparing to deploy to the Far East. She stood out of San Diego on 12 December 1966, bound for the western Pacific. However, an engineering casualty to her main propulsion plant caused her to remain in Pearl Harbor longer than anticipated. She finally pulled into Subic Bay in the Philippines on 6 February 1967. There, *Askari* loaded provisions, stores, and spare parts for five days before heading on to her permanent assignment in South Vietnam. She steamed into Vung Tau harbor on 15 February and reported for duty with River Assault Flotilla (RivFlot) 1.

Askari spent the remainder of her Navy career providing repair and other support services for the river monitors, motorboats, and amphibious craft attached to Allied riverine forces in the Mekong delta. She stayed at Vung Tau until the second week in June when she moved into the delta proper. The repair ship arrived at Nha Be on the Soi Rap River about five miles south of Saigon on 13 June. The mobility of the riverine forces was greatly enhanced by the fact that their base consisted of ships like *Askari* that could move with them throughout the delta and be close at hand to provide support services. A permanent base ashore would not have afforded such immediacy. During 1967 and most of 1968, *Askari* moved from location to location in the delta as the Mobile Riverine Force's zone of operations changed. On 1 November 1968, *Westchester County* (LST-1167), one of the ships that comprised the riverine force's mobile base, suffered severe damage and lost a number of crewmen as a result of the explosion of two mines attached to her hull by enemy swimmers. While continuing with her responsibilities to the rest of the riverine force, *Askari* put forth most of the effort required to salvage and to repair the tank landing ship.

At the end of 1968, the Mobile Riverine Force began to focus its attention on communist logistic routes coming into the delta from Cambodia. During the second week in December, *Askari* moved to the vicinity of the Song Vam Co, Song Vam Co Dong, and Song Vam Co Tay Rivers to support friendly vessels in their prosecution of Operation "Giant Slingshot." Her labors in behalf of the interdiction effort continued through the first eight months of 1969. At the beginning of September, the ship departed Vietnamese waters to undergo repairs at Sasebo, Japan.

When she returned to Vietnam at the end of October 1969, *Askari* resumed repair duties, this time at Chau Doc, south of her previous base of operations. She remained there until 9 November when the base ships relocated to Long Xuyen—their station for the remainder of 1969 and most of the first quarter of 1970. Late in March 1970, she and the other support ships moved to Dong Tam and provided repair services at that point until early May. On 9 May, she returned to the upper reaches of the Mekong near the Cambodian border to resume support for efforts to stop the flow of communist supplies. Early in June, the ship arrived back at Dong Tam to serve as the primary support ship for RivRon 13 and RivRon 15 until those squadrons turned over their responsibilities to South Vietnamese forces later that month. Between 25 June and 31 August, she operated successively in the upper Mekong, at Binh Thuy on the lower Mekong, and then back at Dong Tam again. Except for a round-trip mission to deliver boat engines to Song Bo De between 31 August and 8 September, *Askari* performed her support functions at Dong Tam until the middle of December.

Thereafter, the ship continued to serve at various locations in the Mekong delta for nine more months. In mid-August 1971, she proceeded from Vietnam to the Marianas on her last voyage for the United States Navy. On 1 September 1971, *Askari* was decommissioned at Guam and turned over to the Indonesian Government under the terms of the Military Assistance Program. The Indonesian Navy recommissioned her that same day as RI *Djaja Widjaja*. Because of her status as a loan, *Askari* remained on the Navy list until February 1979. At that time, her name was struck from the Navy list; and she was permanently transferred to the Indonesian Navy by sale.

Askari earned four battle stars during the Korean conflict and received 12 battle stars and two Presidential Unit Citations for service in Vietnam.

Asp

A small venomous snake indigenous to Egypt.

I

(Sch: t. 57; cpl. 45; a. 1 32-pdr., 2 6-pdrs.)

The first *Asp*—the former British merchant vessel *Elizabeth*—was captured on Lake Ontario in 1812 by the schooner *Growler*; purchased by the Navy from the prize court; outfitted; and commissioned on 6 February 1813, Lt. Sidney Smith in command.

Asp got underway on 25 April 1813 as a unit of Commodore Isaac Chauncy's Lake Ontario squadron escorting General Dearborn's 1,700 troops to York (now Toronto), Canada. The squadron arrived off York two days later. While Dearborn's troops hustled ashore, *Asp* and the other ships of the squadron supported them by bombarding the town's defenses. Outnumbered and outgunned, the defenders gave way after a brief, but stubborn, defense. The squadron remained at York for about a week loading booty of war and destroying that which could not be carried off. At York, the American force captured the 10-gun brig *Gloucester* and destroyed an almost complete 24-gun ship. When the warships left York, they spent the following two weeks conveying reinforcements and supplies to General Dearborn.

The next enterprise decided upon was an attack on Fort George, located almost due south from York across the western end of Lake Ontario and on the Canadian side of the Niagara River where it empties into Lake Ontario. Commodore Chauncy carefully reconnoitered the defenses of the British stronghold on 26 May. Before dawn the following morning, the squadron moved in with the embarked assault troops. While the larger ships of the squadron bombarded the various defenses and batteries around the fort, *Asp* joined *Hamilton* and *Scourge* in covering the landings themselves. Their point-blank grape shot fire riddled the British ranks to such a degree that the American troops easily established a beachhead and soon drove off the remnants of the British who tried unsuccessfully to rally further inland. In that victorious combined operation, the American Army and Navy succeeded in securing the Niagara frontier and the river by forcing the British to evacuate the entire area. It also allowed the Lake Erie squadron to be augmented by five vessels which had been bottled up in the Niagara between the falls and British batteries at the southern (Lake Erie) end of the river.

While the American squadron had been concentrating on the western end of Lake Ontario, the British had been augmenting their squadron at Kingston in the eastern portion. Late in May, they made an unsuccessful attempt to carry Sackett's Harbor by storm. Chauncy took his squadron—*Asp* included—back to the eastern part of the lake and, on 2 June, put into Sackett's Harbor where he was forced to remain due to the temporary inferiority of his force to that of the British. The enemy then ranged the lake at will capturing stockpiles and intercepting American supplies. However, on 21 July, the American squadron weighed anchor and set a course for the western end of the lake. The warships arrived at Niagara on the 27th and loaded a force of American troops to repeat the attack on York carried out the previous summer. On 30 July, the squadron conducted another successful raid on York, destroying 11 British transports and carrying off 5 cannon, some ammunition, and some flour. The ships returned to Niagara and disembarked the troops on 3 August.

While *Asp* and the rest of the American squadron were still at Niagara, the British squadron appeared off the anchorage on the 7th. For three days, the two squadrons went through a tedious series of maneuvers ostensibly to bring about an action. A somewhat desultory action took place on the evening of the 10th. It consisted of some long-range gunfire in which *Asp* participated. The main result of that skirmish was the loss of two American schooners, *Growler* and *Julia*, which ships turned in the wrong direction and were cut off by the British. After another day or so of ineffectual maneuvering, the American squadron headed for Sackett's Harbor, where it arrived on the 13th. After taking on five weeks worth of provisions, the warships departed the harbor that same evening.

The two squadrons spent the next month sailing up and down the lake, each trying to maneuver the other into a position of

decisive advantage to itself. Near the mouth of the Genesee River on 11 September, the American warships exchanged gunfire with their British counterparts from extreme range. Though the British received the worst of it due to the American superiority in long guns, damage to both sides proved almost inconsequential; and the British escaped into Amherst Bay. After a 17-day hiatus, the two forces met again on 28 September at York Bay. When the British ships were sighted, *Asp* was in tow of the American lead ship, *Pike*, with *Tompkins* following close behind. The other American ships followed some distance astern. Fearing the loss of their sternmost ships, the British came around. The three leading American ships bore down upon them. The British van, composed of their two largest ships, the flagship *Wolfe* and *Royal George*, opened with their starboard batteries. The Americans responded, and *Pike* quickly shot away *Wolfe's* main topmast and main yard. Thereupon, the British flagship covered sail on her foremast and moved off in headlong flight crowded by *Royal George*. All other British ships, with the exception of *Royal George*, followed the example of the flagship. *Pike* tried to pursue but did not cast off *Asp* and, therefore, made no gain on the fleeing enemy who made good his escape. For the remainder of the 1813 navigation season, the American squadron kept the British blockaded in Kingston.

With the British cleared from Lake Ontario, *Asp* and the other schooners became transports for troops and stores. On one occasion, 17 November 1813, she assisted in transporting 1,100 of General Harrison's troops from the mouth of the Genesee River to Sackett's Harbor. *Asp* never again saw combat and, apparently, served through the remainder of the war as a transport. She was sold at Sackett's Harbor on 15 May 1815.

II

(Sch: t. 56; cpl. 22; a. 1 12-pdr., 2 12-pdr. car.)

The second *Asp*—a three-gun schooner purchased on 17 February 1813 at Alexandria, D.C. (now Virginia), as *Adeline*—was outfitted as a warship at the Washington Navy Yard. Under the command of Midshipman James B. Sigourney, *Asp* cruised the Chesapeake Bay into the summer of 1813.

On 14 July, she and another small warship, *Scorpion*, got underway from the Yeocomico River, Va., and entered the bay. They soon encountered two British brig sloops, HMS *Contest* and HMS *Mohawk*, which immediately gave chase. *Scorpion* made good her escape up the Chesapeake, but *Asp's* poor sailing qualities forced her to put back into the river. The two British ships anchored off the bar and prepared a boat expedition. At the sight of oncoming British boats, *Asp* cut her cable and tried to escape farther up the river. At that point, three of the British boats attacked but were beaten off. Then two other British boats joined the first three for a second attempt which proved successful. The Americans fought valiantly in spite of the lopsided odds. Midshipman Sigourney and 10 of his 20-man crew were killed defending their ship while the remainder escaped ashore when the issue became hopeless. The British set fire to *Asp* and retired. At that point, her second in command, Midshipman H. McClintock, led the remnants of *Asp's* crew back on board, extinguished the flames, and put her back in fighting trim. For whatever reason, the British declined to renew the combat.

Asp finished out her Navy career at Baltimore, Md. First, she served as tender to the frigate *Java* then under construction and later became a receiving ship at Baltimore. The schooner continued that service until sold in 1826.

III

Nahma (q.v.)—a wooden motorboat built in New Orleans, La., in 1902 and acquired by the Navy later that year for use of the Louisiana Naval Militia—was renamed *Asp* sometime in April 1917.

Aspen

A poplar tree found in North America and Europe.

(Lht.: dp. 415; l. 126'; b. 25'; dr. 8'3" (mean); cpl. 25)

The lighthouse tender *Aspen*—built at Toledo, Ohio, and launched in November 1905—was transferred from the Light-

house Service to the United States Navy on 16 April 1917, by executive order, soon after the United States entered World War I. Assigned to the 9th Naval District, headquartered at Great Lakes, Ill., *Aspen* operated out of that port under the auspices of the commandant of that district until her return to the Lighthouse Service on 1 July 1919.

Asphalt

(IX-153: dp. 10,960 (f.); l. 366'; b. 54'; dr. 33')

Asphalt (IX-153)—a non-self-propelled, concrete barge built in 1944 at San Francisco, Calif., by Barrett & Hilt, Belair Shipyards—was acquired by the Navy on 30 June 1944 through the Maritime Commission and was placed in service that same day. Assigned to the Service Force, Pacific Fleet, as a floating provisions storage facility, she spent her brief career at forward bases—for the most part at Saipan—as a unit of Service Squadron 10. When a storm struck the anchorage at Saipan on 6 October 1944, *Asphalt's* anchor chains parted, and she was driven hard aground on a coral reef. The barge was then declared a total loss. After her cargo and machinery were salvaged, she was abandoned. Her name was struck from the Navy list on 23 February 1945.

Aspinet

Apache (q.v.) was renamed *Aspinet* on 11 April 1918.

Aspirant

(ATR-42: dp. 1,360; l. 165'5"; b. 33'4"; dr. 15'10" (f.); s. 12 k.; cpl. 52; a. 1 3", 2 20mm.; cl. ATR-1)

ATR-42—a rescue tug constructed in 1942 and 1943 at Orange, Tex., by the Livingston Shipbuilding Co.—was transferred to the United Kingdom under the terms of the lend lease program on 3 May 1943. She served the Royal Navy throughout World War II as *Aspirant* (W.134). She was returned to the United States Navy on 20 March 1946, and struck from the Navy list on 1 May 1946. She was turned over to the Maritime Commission on 18 November 1948 for disposal. However, records of her subsequent career have not been found.

Aspire

(AM-146: dp. 650; l. 184'6"; b. 33'0"; dr. 9'9"; s. 14.8 k.; cpl. 104; a. 1 3", 4 40mm.; cl. *Admirable*)

Aspire (AM-146) was laid down on 1 November 1942 at Tampa, Fla., by the Tampa Shipbuilding Co.; launched on 27 December 1942; sponsored by Mrs. F. M. Arenberg; and completed on 29 September 1943. That same day, *Aspire* was turned over to the USSR under the lend-lease program. She served in the Soviet Navy as *T-119*. The Soviets never returned her to the United States. She was carried on the American Navy list—as MSF-146 after 7 February 1955—until struck on 1 January 1983.

Aspro

A fish found abundantly in the upper Rhone River. According to legend, the aspro comes to the surface only in bad weather, when other fishes take refuge near the bottom. This trait gave rise to its nickname, "Sorcerer."

I

(SS-309: dp. 1,525 (surf.), 2,415 (subm.); l. 311'8"; b. 27'3"; dr. 15'3"; s. 20.25 k. (surf.), 8.75 k. (subm.); cpl. 80; a. 10 21" tt., 1 5", 1 40mm.; cl. *Balao*)

The first *Aspro* (SS-309) was laid down on 27 December 1942 by the Portsmouth (N.H.) Navy Yard; launched on 7 April 1943; sponsored by Mrs. William L. Freseman; and commissioned on 31 July 1943, Lt. Comdr. Harry Clinton Stevenson in command.

The submarine held shakedown training in the waters off Portsmouth, N.H.; Newport, R.I.; and New London, Conn. After completing her tests and trial runs, she sailed on 17 September for Pearl Harbor. *Aspro* arrived at Pearl Harbor on 18 October and immediately began preparations for her first war patrol which would take her to waters around Taiwan and Sakishima Gunto. She departed Hawaii on 24 November and made a brief fuel stop at Midway on 28 November before proceeding to her assigned area. On 15 December, she spotted a Japanese convoy consisting of one tanker, two freighters, and two escorts. The submarine fired torpedoes at the tanker and claimed a hit, but apparently failed to inflict serious damage. Her next chance came on the night of 17 and 18 December when she spotted a convoy of 15 Japanese ships. At 2226, *Aspro* fired her stern tubes at a large tanker and an adjacent freighter. The submarine then made an end around run and attacked again. She claimed to have witnessed three vessels sinking, one severely crippled ship being taken under tow, and two other vessels having been damaged. With only one torpedo left, she returned to Midway on 1 January 1944, terminating her patrol after 39 days at sea. Postwar analysis failed to substantiate any of the sinkings.

During the course of the patrol, Stevenson had noticed his eyesight was growing progressively weaker. Therefore, after arriving at Midway, he underwent an eye examination and was disqualified for sea duty. He then suggested that his brother, Lt. Comdr. William A. Stevenson, relieve him. This recommendation was approved, and the change took place on 15 January 1944.

Following a refit *Aspro* departed Midway on 15 January and proceeded to Pearl Harbor to undergo brief training before heading back to Midway on 3 February en route to her second patrol. This assignment took her to an area north of Truk. On 15 February at 1121, she spotted a large Japanese submarine, which was later identified as *I-43*. After a long surface pursuit, *Aspro* drew within range of *I-43* and at 2223 fired four torpedoes. Her crew saw and heard an explosion, followed shortly by another. They then saw her target's bow rise as the victim sank by her stern. This was *Aspro*'s first confirmed sinking. On 17 February, she underwent a depth-charge attack, but suffered no damage. *Aspro* torpedoed a freighter on 4 March, and the subsequent explosion shook the submarine violently. However, the Japanese vessel was merely damaged, not sunk. The rest of this patrol passed uneventfully, and *Aspro* retired to Pearl Harbor on 28 March after 54 days at sea.

Aspro carried out her third patrol near the Palau Islands. After refitting she got underway on 22 April and headed west. Following a brief stop at Midway for supplies four days later, she continued on to waters around the Palau Islands. On 14 May, the submarine encountered a convoy of two freighters protected by three escorts. At 0554, she fired a spread of torpedoes at one freighter and, one and one-half hours later, saw the damaged ship lying dead in the water and sinking by the stern. At the end of two hours of intermittent observation, this ship later disappeared from sight. The next day, *Aspro* attacked one of the escorts of the same convoy and heard one explosion. The submarine's crew watched from the bridge as the target sank. *Aspro* remained on patrol for another month before reaching Fremantle, Australia, on 16 June. There, she was officially credited with sinking one ship and assisting in destroying another for a total loss of 8,650 tons of Japanese shipping.

The submarine spent two weeks undergoing a refit before beginning her fourth patrol on 9 July. After pausing at Darwin on 16 July to top off her fuel tanks, she proceeded to the South China Sea. Shortly thereafter, on 19 July, *Aspro* found a convoy of four medium-sized ships in company with five escort vessels off the west coast of Luzon and fired her torpedoes at 0545 and heard a series of explosions. As a result of this, she claimed to have sunk one ship and damaged a second. The next day, the submarine fired torpedoes at a member of a three-ship convoy, but all apparently missed. On 28 July, *Aspro* sighted an anchored ship flying a Japanese flag and launched a spread of torpedoes. The submarine heard three explosions, and her target emitted heavy smoke amidships and began listing to starboard and settling by the bow. The vessel became a mass of flames, and her fires continued to rage as *Aspro* withdrew from the area. A week later, she encountered the moored ship again—hard aground, listing to starboard, and completely gutted by fire. Two large holes in the hull at the waterline were visible.

On 6 August, the submarine spotted two Japanese freighters and opened fire at 1016. One of these ships was later seen to be

listing 15 degrees to port, but still underway. The next day, *Aspro* attacked a 12-ship convoy. Her torpedoes hit a large freighter which sagged in the middle and started to settle. Following this action, *Aspro* continued her patrol uneventfully before returning to Fremantle on 18 August.

On 10 September *Aspro* sailed for her fifth patrol which took her back to the South China Sea. While still in transit to the patrol area, she found her first targets on 30 September off the northeast coast of Luzon where she met a convoy of seven or eight vessels protected by four escorts. She torpedoed and heavily damaged a freighter. Two days later, she attacked a tanker and heard breaking-up noises for 10 to 15 minutes. Through her periscope, she saw her victim listing to starboard with her bow high in the air. Soon *Aspro* lost sight of the ship and claimed to have sunk her. About an hour later, *Aspro* attacked another freighter in the same convoy. The ship was seen sinking in a vertical dive, stern first.

Following this action, *Aspro* rendezvoused with *Hoe* (SS-258) and *Cabrilla* (SS-288) to form a wolf pack. On 7 October, *Hoe* spotted a large convoy consisting of about a dozen ships. At 0455, *Aspro* fired four torpedoes at a freighter and witnessed the ship's sinking. Shortly thereafter, she terminated her patrol at Saipan on 14 October and then proceeded to Pearl Harbor where she arrived on 25 October.

Aspro departed Pearl Harbor on 21 November and headed for Saipan. On 28 November her number 1 main generator threw a banding wire off the rotor necessitating a replacement of the armature. Such repairs required her return to Pearl Harbor. After a week's work there, *Aspro* got underway on 13 December for her sixth war patrol. She was assigned lifeguard duties west of Taiwan to support carrier strikes for the week of 3 January 1945. While on her station, she attacked a large, damaged tanker. Two torpedoes hit and sank this target. Her only other torpedo attack during the patrol occurred on 6 January, when she fired on two small freighters but missed. Her most important accomplishment of the patrol—which ended at Pearl Harbor on 11 February 1945—was her rescue of four downed American aviators.

Following this patrol, *Aspro* left Hawaii bound for the California coast. She entered Hunters Point on 20 February and spent the next three months undergoing overhaul. This work ended on 31 May, and she sailed for Pearl Harbor to resume her combat duties. Her seventh and final patrol began on 25 June and covered waters south of the Japanese home islands. On 8 July, she was assigned lifeguard duties in support of planes that had taken off from Iwo Jima for strikes on military targets in Japan. Beginning 20 July, she shifted position to cover carrier-based strikes against southeastern Honshu. Five days later, the submarine attacked and claimed to have sunk a Japanese tug with her final torpedo spread of the war.

On 3 August, she carried out a daring rescue of a downed aviator. *Aspro* entered Sagami Wan and came within five to six miles of the Japanese mainland to retrieve the pilot. Despite repeated Japanese air attacks, she succeeded in saving the American.

Her patrol ended on 13 August, when she moored at Midway to commence a refit. It was here that *Aspro* received word of the Japanese capitulation which ended the war. On 1 September *Aspro* departed Midway, bound for the California coast. She arrived at San Francisco on 11 September for preservation work prior to being placed out of commission on 30 January 1946 and entering the Reserve Fleet in the Mare Island berthing area.

Aspro was recommissioned on 6 July 1951 and, for the next two years, operated out of San Diego, her new home port, and performed routine work along the west coast. On 9 November 1953, she was placed in a reserve status and was berthed with the Mare Island group of the Pacific Reserve Fleet. *Aspro* was decommissioned on 30 April 1954.

The submarine was placed back in commission on 5 May 1957. She completed shakedown and was accepted into the active fleet on 8 June. She resumed her services to various units stationed along the west coast. This routine was broken by a deployment to the western Pacific in mid-1959.

Upon her return to San Diego on 22 January 1960, *Aspro* underwent overhaul. On 1 July 1960, *Aspro* was redesignated AGSS-309. She then resumed her services along the west coast. On 1 September 1962, *Aspro* was decommissioned, and her name was struck from the Navy list on 9 October 1962. She was later sunk as a target.

Aspro won seven battle stars for her World War II service.

(SSN-648: dp. 4,140 (surf.), 4,650 (subm.); l. 292'; b. 32'; dr. 29'; s. 20+ k.; cpl. 107; a. 4 21" tt.; cl. *Sturgeon*)

The second *Aspro* (SSN-648) was laid down on 23 November 1964 at Pascagoula, Miss., by the Ingalls Shipbuilding Co.; launched on 29 November 1967; sponsored by Mrs. Robert H. B. Baldwin; and commissioned on 20 February 1969, Comdr. Roy R. Wight in command.

The nuclear attack submarine sailed on 26 February to Key West, Fla., to load torpedoes. She then headed to her home port, Pearl Harbor. *Aspro* transited the Panama Canal on 8 March; arrived at Oahu on 24 March; and joined the Pacific Fleet as a member of Submarine Squadron 1, Submarine Division 12. Following three weeks of upkeep, the ship proceeded to Bangor, Wash., where she unloaded her torpedoes before entering the Puget Sound Naval Shipyard on 23 April for alignment of her fire control system. Leaving drydock on 4 May, she held tests along the west coast for one month before returning to Pearl Harbor on 8 June.

Local operations occupied her time during the month of July. In August, she served as a school ship for prospective commanding officers and took part in two exercises—"Kilo 5-69" and "Holdex 4-69"—carried out in the Hawaiian operating area. Weapons tests and a reactor safety examination preceded her entry into the Pearl Harbor Naval Shipyard that fall for post-shakedown repairs.

The warship got underway again on 6 March 1970 to conduct sea trials around Hawaii, followed by weapons trials during April. From 18 May through 12 June, upkeep at the Submarine Base, Pearl Harbor, occupied her time. *Aspro* then began to prepare for a deployment. On 19 July, she departed Pearl Harbor for a six-month western Pacific (WestPac) deployment. She arrived in Yokosuka, Japan, on 10 September and commenced upkeep. On 29 September, the submarine visited Okinawa and, the next day, began more than a month of 7th Fleet operations. She returned to Okinawa on 8 November and shifted to Subic Bay in the Philippines a week later for a fortnight's upkeep. She sailed to Hong Kong late in November, providing services to aircraft along the way, and arrived at that British crown colony on 1 December for a week of leave and liberty. After an antisubmarine warfare (ASW) exercise between 8 and 17 December, the warship operated on "Yankee Station" in the Gulf of Tonkin before returning to Subic Bay on New Year's Eve, 1970.

The submarine left the Philippines on 2 January 1971, bound for Guam where she spent several weeks engaged in tests before returning to Pearl Harbor on 5 February. She spent the remainder of 1971 alternating periods in port with exercises in the local operating area.

On 5 January 1972, the warship commenced a restricted availability at the Pearl Harbor Naval Shipyard which was followed by another month in upkeep. On 11 March, she resumed operations in Hawaiian waters and, on 15 April, began preparations to deploy. *Aspro* finally got underway on 13 May and arrived at Yokosuka on 24 June. After a week in port, the submarine left there on 4 July to begin 7th Fleet operations. She arrived at Pusan, Korea, on 13 August for a two-day visit and then shifted to Sasebo, Japan, for three days. Following an exercise with *Hawkbill* (SSN-666) from 18 to 26 August, *Aspro* arrived at Hong Kong on 27 August. On 2 September, she was underway for Guam, where she arrived on 7 September and began two weeks of upkeep. On the 21st, she put to sea to return to Pearl Harbor, arriving there on 18 November. She remained in port through the Christmas holidays.

The submarine spent the first three months of 1973 operating locally conducting tests. She left Pearl Harbor on 17 March, bound for Pascagoula, Miss.; transited the Panama Canal on 28 March; and commenced her overhaul at the Ingalls Shipbuilding Corp. yards in Pascagoula on 1 April.

The yard work ended on 12 May 1974, and *Aspro* departed Pascagoula the next day. After retransiting the canal, she made liberty stops at San Diego, Calif., and Bremerton, Wash., then held acoustic trials in Puget Sound from 4 to 7 June. The nuclear submarine returned to Pearl Harbor on the 19th after an absence of more than 15 months and spent the rest of 1974 conducting operations in the Hawaiian Islands.

The beginning of 1975 found *Aspro* preparing for a deployment to the Far East. After her final loadout, she left Pearl Harbor on

29 May, conducted an exercise with *Rathburne* (DE-1057) the next day, and reached Yokosuka on 10 June for a week's visit. On the 19th, *Aspro* began operations at sea that lasted until 10 August when she arrived at Guam. The submarine participated in exercises with units of the 7th Fleet from 24 August to 3 September, made voyage repairs at Subic Bay from 4 to 16 September, and carried out exercises near Subic Bay with *Kitty Hawk* (CVA-63) between 17 and 29 September. *Aspro* left the Philippines on 1 October, bound for the Marianas. She arrived at Guam on 5 October and remained there until 27 October when she sailed for Hong Kong. From 6 to 18 November, the submarine took part in ASW exercises with 7th Fleet air and surface units. After pausing briefly at Guam, she returned to Pearl Harbor on 4 December and commenced post-deployment standdown.

The first two and one-half months of 1976 were spent on upkeep and exercises. On 15 March, *Aspro* entered drydock at the Pearl Harbor Naval Shipyard. Upon completion of this work on 23 April, she began sea trials, exercises, and final preparations for a tour of duty along the west coast of North America. *Aspro* left Pearl Harbor on 6 September and stopped at Esquimalt, British Columbia, on 16 September for a two-day liberty call. She arrived at Bangor, Wash., on 23 September to unload her weapons. She commenced her overhaul on 11 October 1977.

Aspro finished the overhaul on 11 March 1979 and got underway for sea and acoustic trials. On 28 April, she went to Bangor, Wash., for weapons trials. The nuclear submarine made the voyage to San Diego between 17 and 22 May, conducting deep water acoustic trials en route. Upon her arrival in San Diego, she spent one week in availability with *San Onofre* (ARD-30). *Aspro* arrived back in Pearl Harbor on 8 June after an absence of 21 months and spent the remainder of 1979 conducting training exercises, ASW operations, and preparing for a deployment in 1980.

Those preparations continued through January 1980 and well into February. The nuclear submarine embarked upon her voyage west on 24 February and arrived in Buckner Bay, Okinawa, on 9 March. On the 11th, *Aspro* put to sea to take part in Exercise "SHAREM 35." She returned briefly to Buckner Bay on the 16th then set out for the Philippines. The warship entered Subic Bay on 20 March and remained there until 6 April. At that time, she got underway for the Mariana Islands. *Aspro* stayed at Guam from the 12th to the 24th and then set sail for Japan. The nuclear submarine made a brief stop at Yokosuka on 4 May before embarking upon a month of operations at sea. *Aspro* returned to Yokosuka on 10 June but put to sea again on the 12th on her way to Hong Kong. The liberty call at Hong Kong lasted from the 17th to the 21st, and then *Aspro* headed back to Guam, where she spent the period from 27 June to 16 July. She put to sea on 16 July for her last operational assignment of the deployment. She concluded both that operation and the deployment at Pearl Harbor on 30 August.

Following the usual standdown period, *Aspro* resumed local operations in the Hawaiian Islands. She remained so employed until the beginning of 1981 when she began a restricted availability at the Pearl Harbor Naval Shipyard that lasted until late in March. On 26 March, the nuclear submarine left the shipyard and resumed normal operations out of Pearl Harbor. That duty occupied the warship's time until midsummer when she began getting ready for another tour of duty in the Far East. *Aspro* stood out of Pearl Harbor for the Orient on 2 September. During the deployment, the warship visited a variety of ports in the western Pacific and in the Indian Ocean and successfully prosecuted all her operational missions. The nuclear submarine returned to Pearl Harbor on 16 March 1982 and commenced the normal month of post-deployment leave and upkeep.

Aspro resumed operations out of Pearl Harbor in April 1982. She participated in the multinational exercise, Operation "RIMPAC 82" and served as a training platform for both prospective commanding officers and midshipmen. Early in July, the nuclear submarine embarked upon a five-week cruise that took her to the California coast and back. During that mission, she participated in ASW exercises and in FLEETEX 1-82. *Aspro* arrived back at Oahu on 12 August and began preparations for cold weather drills. On 15 October, *Aspro* and *Tautog* (SSN-639) got underway for the Arctic region. In addition to their cold weather drills, the two nuclear submarines gathered scientific data to improve our knowledge of the cold northern region. They also made a winter rendezvous at the North Pole on 20 November 1982 celebrated by the mailing of cachet envelopes prepared

specially for the occasion. *Aspro* returned to Pearl Harbor on 15 December and commenced holiday routine.

The relative inactivity of the holidays blended almost imperceptibly with the upkeep at Pearl Harbor that occupied the nuclear submarine during the month of January 1983. In February, she resumed duty in the Hawaiian operating area, and those evolutions continued through March, April, and May. In June, *Aspro* began preparations for another tour of duty with the 7th Fleet. The warship departed Pearl Harbor in July for a deployment highlighted by visits to many of the exotic ports of the Far East and successful completion of all assigned missions. She returned to Pearl Harbor on 23 October and, after post-deployment standdown, took up local operations. That duty continued into 1984. On 16 January 1984, however, the nuclear submarine entered the floating drydock *Competent* (AFDM-6) for a restricted availability. Later, she resumed operations at sea.

On 24 July 1984, the nuclear submarine deployed to the western Pacific once again. Operating both in the Pacific and Indian Oceans, *Aspro* carried her assignments to successful conclusions and made port calls at a number of interesting places. She returned to Pearl Harbor in January 1985 and, following the usual leave and upkeep period, embarked upon local operations once more. In April 1985, she visited the west coast again. That summer, *Aspro* voyaged to Arctic regions for more cold weather drills. She returned to Hawaii at the end of September and resumed local operations in October. That employment occupied her time through the end of 1985 and for the first four months of 1986. In May of 1986, she headed north for another round of cold weather exercises. The warship returned to Pearl Harbor on 11 July and remained in the area until early September when she cruised to the northern Pacific. *Aspro* concluded that voyage on 27 October at the Mare Island Naval Shipyard where she began a regular overhaul on 15 November 1986. At the beginning of 1987, the nuclear submarine was still at Mare Island for an extended period of repairs.

Asquith

An island off Maryland's Eastern Shore on the Chesapeake Bay.

(YFB-42: t. 569 (gross); l. 172'3"; b. 42'0"; dr. 9'6")

Gotham—a ferryboat constructed in 1941 at Oyster Bay, Long Island, N.Y., by the Jacobson Shipyard—was purchased by the Navy at New York City from Electric Ferries, Inc., of that city of 19 December 1942; renamed *Asquith*; designated YFB-42; and was placed in service that same day. Assigned to ferry duty in the 1st Naval District, she arrived at her duty station—Newport, R.I.—on 6 January 1943. For the remainder of World War II and for two years, thereafter, she served as a ferry at the Torpedo Station, Newport, R.I. She was placed out of service sometime in September 1947 and was turned over to the Maritime Commission for disposal. Her name was struck from the Navy list on 29 September 1947.

Assail

(AM-147: dp. 650; l. 184'6"; b. 33'0"; dr. 9'9"; s. 14.8 k.; cpl. 104; a. 1 3", 4 40mm.; cl. *Admirable*)

Assail (AM-147) was laid down on 1 November 1942 at Tampa, Fla., by the Tampa Shipbuilding Co.; launched on 27 December 1942; sponsored by Miss M. T. Hicks; and completed on 5 October 1943. She was transferred to the Soviet Union on the day she was completed under the lend-lease program, and she served the Soviet Navy as *T-120*. Never returned, *Assail* was carried on the American Navy list—as MSF-147 after 7 February 1955—until struck on 1 January 1983.

Assertive

I

(AMc-65: dp. 195; l. 97'0"; b. 22'0"; dr. 9'0"; s. 10.0 k.; cpl. 19; a. 2 .50-cal. mg., 2 .30-cal. mg.; cl. *Accentor*)

The still unnamed wooden-hulled coastal minesweeper AMc-65 was laid down on 5 April 1941 at South Bristol, Maine, by the Bristol Yacht Building Co.; named *Avenge* (AMc-65) on 17 May 1941; renamed *Assertive* on 23 May 1941 when the name *Avenge* was reassigned to AMc-66; launched on 19 November 1941; sponsored by Mrs. Harvey Gamage of Bristol, Maine, the wife of a partner in the Bristol Yacht Building Co.; delivered to the Navy at the Boston Navy Yard on 19 February 1942; and placed in service there on 7 March 1942.

Following shakedown training at the Mine Warfare School, Yorktown, Va., *Assertive* was assigned to the 3d Naval District and operated from New York for the duration of the war in Europe. In mid-June 1945, the minesweeper was shifted south to the 6th Naval District and operated out of Charleston, S.C., on sweeping duties until 7 July, when she returned to the 3d Naval District. Directed to proceed back to Charleston for disposition under the auspices of Commandant, 6th Naval District, *Assertive* was placed out of service there on 30 November 1945, and her name was struck from the Navy list on 19 December 1945.

Accepted by the Maritime Commission on 4 October 1946, the former minecraft was simultaneously delivered, at Charleston, to her purchaser, Mr. Joseph Giacalone of Boston.

II

(T-AGOS-9: dp. 2,285; l. 224'0"; b. 43'0"; dr. 15'1"; s. 11 k.; cpl. 30; a. none; cl. *Stalwart*)

Assertive (T-AGOS-9) was laid down on 30 July 1985 at Tacoma, Wash., by the Tacoma Boatbuilding Co.; launched on 20 June 1986; sponsored by Mrs. L. Wayne Arny, III; and delivered to the Military Sealift Command on 9 September 1986. She was scheduled to complete her outfitting early in 1987 and begin active duty.

Assistance

Medric—a wooden-hulled, single-screw fishing trawler completed in 1920 at South Portland, Maine, by the East Coast Fisheries Co.—was inspected by the Navy on 1 June 1920, in the 1st Naval District, for possible use as a minesweeper, and was assigned the identification number (Id. No.) 3273. However, *Medric* was not taken over for service in that capacity.

She again came under the Navy's gaze as war clouds gathered in late 1941. Considered for employment as a salvage vessel, *Medric* was assigned the name *Assistance*, and the classification ARS-10, on 6 November 1941. Nevertheless, after she had been found "unsuitable for Navy use," her acquisition was cancelled on 11 November 1941. The name *Assistance* (ARS-10) was accordingly cancelled three days later.

The name *Assistance* and classification BAR-17 were assigned to the EC2-S-C1 "Liberty" ship laid down under a Maritime Commission contract (MC hull 2649) on 17 May 1944 at Baltimore, Md., by the Bethlehem-Fairfield Shipyard, Inc. Launched on 20 June 1944 and sponsored by Mrs. H. B. C. Gill, *Assistance* was delivered incomplete to the Navy on 28 June 1944. Fitted out as a repair ship and turned over to the government of the United Kingdom under lend-lease on 20 January 1945, *Assistance*—given the British pendant number F.173—operated under the White Ensign of the Royal Navy until returned to the United States in 1946. Struck from the Navy list in August 1947, the "Liberty" ship was turned over to the Maritime Commission and remained with that agency until her name disappeared from contemporary merchant ship listings in 1975.

Assurance

I

(MSO-521: dp. 960; l. 190'; b. 36'; dr. 12'; s. 15 k.; cpl. 83; a. 1 40mm.; cl. *Ability*)

The first *Assurance* (MSO-521) was laid down on 28 January 1957 at Sturgeon Bay, Wis., by Peterson Builders, Inc.; launched

on 31 August 1957; sponsored by Mrs. Vernon W. Thomson; and commissioned at Boston, Mass., on 21 November 1958, Lt. Comdr. Frank L. Crump, Jr., in command.

The new, nonmagnetic, ocean minesweeper was assigned to Mine Force, Atlantic Fleet, as a member of Mine Division (MinDiv) 45, with Charleston, S.C., her home port. While taking part in numerous minesweeping exercises, she visited ports along the east coast, on the Gulf of Mexico and in the Caribbean into the following summer.

On 1 July 1959, *Assurance* was transferred to MinDiv 81; and her home port was changed to Panama City, Fla. Her primary mission then changed to service as a test platform for the Mine Defense Laboratory located there. She operated in the Panama City area until 9 February 1962, when she sailed for the Mediterranean and visited ports in Sicily, Greece, Crete, Italy, Spain, and France. She carried out several minesweeping operations before getting underway on 6 August to return to Panama City. Upon her arrival home on 24 August, the minesweeper resumed her schedule of local operations.

Late in 1963, the ship varied this routine with a deployment to the Caribbean. While in the West Indies, she took part in amphibious landing exercises off Vieques, Puerto Rico. She returned to Panama City in February 1964 and resumed her service with the Mine Defense Laboratory. In May, she got underway to sail via Key West, Fla., to Charleston, S.C., for repairs in drydock. She returned to Panama City in June.

After three months of service and a short tender availability, *Assurance* sailed on 1 October with MinDiv 81 for a tour in the Mediterranean. She took part in Operation "Steel Pike II," then put in to Malaga, Spain, before moving to Naples, Italy. The minesweeper sortied with Task Force 61 for operations at Aranci Bay, Sardinia. After stops in Toulon, France, and Santa Manza, Corsica, *Assurance* proceeded to San Remo, Italy, for the Christmas holidays.

During the first two months of 1965, the minesweeper took part in various NATO exercises. Upon her return to Panama City in March, she resumed work for the Mine Defense Laboratory before entering the Charleston Naval Shipyard in July for an overhaul. In September, she returned briefly to Panama City and then sailed in early October for Port Arthur, Tex. The ship resumed her duties at Panama City on 21 October.

Assurance began 1966 with a tender availability alongside *Pandemus* (ARL-18). On 7 March, she sailed for refresher training at Guantanamo Bay, Cuba, and visited Montego Bay, Jamaica, before returning to Panama City on 6 April. The next one and one-half months were spent preparing for overseas deployment. On 12 June, *Assurance* got underway and joined other units of MinDiv 81 at Valencia, Spain, on 2 July. She shifted to La Spezia, Italy, on the 16th and took part in an exercise with minesweeping craft of the Italian Navy. On 8 August, she participated in "Phiblex 1-66," held south of Porto Scudo, Sardinia. On the 18th, the ship headed for Malta. En route, she was diverted to conduct a special surveillance mission off the coast of Tunisia. Having completed this task, *Assurance* arrived at Valetta, Malta, on 25 August. She also visited Piraeus, Greece; Naples, Italy; and Rota, Spain, before sailing on 21 September for the United States. The vessel spent the remainder of the year in a leave and upkeep status at Panama City.

Assurance sailed to Charleston, S.C., on 11 January 1967 for interim overhaul and returned to her home port on 11 March to commence type training. She sailed back to Charleston on 5 July to provide services to the naval mine warfare school and then briefly visited Panama City before returning to Charleston for overhaul. This yard period ended on 15 December, enabling the minesweeper to return to Florida on the 19th.

The first three months of 1968 found the ship conducting refresher training. She returned to Panama City in April and worked with the Mine Defense Laboratory. In October, *Assurance* was at Pensacola, Fla., for a restricted availability before finishing the year in port at Panama City.

The minesweeper got underway for the Mediterranean on 11 January 1969 and, following stops at Bermuda and the Azores, arrived at Gibraltar on 4 February. Visits to Valetta, Malta, and Athens, Greece, preceded the minesweeper's participation in an amphibious exercise near Nafplion, Greece. *Assurance* then conducted surveillance operations south of Crete and visited La Spezia in March. Combined NATO amphibious operations occupied the month of April. The ship left Rota, Spain, on 26 May, to sail back to the United States. After her arrival in Panama City on 16 June, she spent the next four months in local

operations and, on 13 November 1969, commenced an overhaul at Charleston that lasted until early April of 1970. Between April and September of 1970, *Assurance* conducted refresher and type training along the eastern seaboard. Late in September, she arrived in Charleston to begin preparations for inactivation. After 10 weeks in Charleston, however, the minesweeper learned that the order for her decommissioning had been reversed. In mid-December 1970, her home port assignment was changed from Panama City, Fla., to Charleston.

The new year 1971 found *Assurance* involved in the reactivation process. On 1 April, she became a member of Mine Division 21, Mine Flotilla 2. On 26 April, the minesweeper got underway for refresher training; but, that same day, she suffered a major engine casualty and was forced to return to port for repairs which lasted three months. The ship got underway again on 2 August, successfully completed all phases of her training by 5 October, and rejoined the Atlantic Fleet. *Assurance* took part in MINEX 1-71 from 15 to 22 October and then sailed to Mayport, Fla., for interim drydocking. The minesweeper returned to Charleston on 19 November and soon thereafter took part in an air mine countermeasures operation. On 14 December, she was back at Charleston for a leave and upkeep period.

Assurance spent most of 1972 operating in the Charleston area. She provided services to the Fleet Mine Warfare Training Center at Charleston and conducted minesweeping exercises before sailing to Cape Kennedy, Fla., to support the launching of the *Apollo XVII* space shot. The vessel returned to Charleston on 8 December and finished the year undergoing upkeep.

Assurance was redesignated AG-521 on 1 March 1973. On the 23d, she sailed to Fort George Island, Fla., for overhaul by the Atlantic Drydock Corp. During this work, her minesweeping gear was removed. *Assurance* was back in Charleston on 1 June to commence a restricted availability. She got underway on 8 October, bound for Norfolk and refresher training. From 19 to 27 November, *Assurance* was off Port Everglades, Fla., for tests. The ship closed the year in port at Charleston.

On 7 January 1974, *Assurance* got underway at Nassau for New Providence. The ship remained in the Bahamas until late in January when she returned to her home port. The period from 25 February to 5 May was spent in a restricted availability at Charleston. Then fleet exercises and a midshipman training cruise occupied *Assurance* until 16 July, when the ship began a transatlantic voyage to join the 6th Fleet in the Mediterranean. Following brief stops at Bermuda and Ponta Delgada, the minesweeper arrived at Rota on 8 August. For the next three and one-half months, she participated in numerous exercises and visited Palma, Mallorca; Naples and Brindisi, Italy; and Barcelona, Spain. On 3 December, she reversed her course and headed back to Charleston. She arrived there on 20 December.

For the first four and one-half months of 1975, the ship operated in the Caribbean. On 10 May, she returned to Charleston and prepared for an overhaul. On 16 June, she entered the Detyen's Shipyard, Wando, S.C. Her overhaul was finished on 11 November; and, on 3 December, *Assurance* got underway for Guantanamo Bay, Cuba, and refresher training. She returned to Charleston on 23 December for holiday leave and upkeep.

The minesweeper began 1976 in upkeep at Charleston and operated in the Jacksonville, Fla., area from 13 to 26 March. She conducted special operations in the western Atlantic from 15 April through 14 June and, after a brief visit to Halifax, Nova Scotia, returned to Charleston. On 26 July, *Assurance* got underway for two weeks of operations in the Virginia capes area, followed by a week of repair work on her engines at Little Creek. On 20 August, *Assurance* arrived back at Charleston and remained there for the duration of the year.

On 10 January 1977, the ship entered drydock at Mayport, Fla. She cleared the keelblocks on 7 March, and took part in Operation "Cleansweep" from the 11th to the 20th. She returned briefly to Charleston before deploying on 11 April for special operations in the Caribbean and western Atlantic. Upon her return to Charleston on 24 June, the minesweeper commenced preinactivation procedures. *Assurance* was decommissioned at Charleston on 30 September 1977, and her name was struck from the Navy list simultaneously. In December of 1979, the former minesweeper was sold to the Ampol Corp. for scrapping.

II

(T-AGOS-5: dp. 2,285; l. 224'0"; b. 43'0"; dr. 15'1" (f.); s. 11 k.; cpl. 30; cl. *Stalwart*)

The second *Assurance* (T-AGOS-5), an ocean surveillance ship, was laid down on 16 April 1984 at Tacoma, Wash., by the Tacoma Boatbuilding Co.; launched on 12 January 1985; sponsored by Mrs. Joseph K. Taussig, Jr., the wife of the Deputy Assistant Secretary of the Navy for Civilian Personnel Policy/ Equal Employment Opportunity; delivered to the Military Sealift Command (MSC) on 1 May 1985; and simultaneously was placed in service under the operational control of MSC, Pacific.

Aster

A large genus of thistles.

(ScTug: t. 285; b. 23'; dph. 10'; dr. 10'; cpl. 30; a. 1 30-pdr. P.r., 2 heavy 12-pdr. sb.)

On 25 July 1864 at Philadelphia, the Union Navy purchased the wooden steamer *Alice* from Bishop, Son, and Company. Renamed *Aster*, this screw tug was placed in commission on 12 August 1864, Acting Master Samuel Hall in command.

On 25 August 1864, Secretary of the Navy Gideon Welles ordered *Aster* to proceed to waters off Wilmington, N.C., for duty in the North Atlantic Blockading Squadron. Since the ship's logs do not seem to have survived, the details of her voyage south are unknown. She apparently joined the squadron sometime during the first fortnight of September, but, on the 16th of that month, was at Norfolk undergoing repairs.

She arrived off New Inlet on 7 October and began her blockading duties. About an hour before midnight, she sighted a vessel steaming toward New Inlet and gave chase. Just as she was about to cut off the blockade runner—which later proved to be the Halifax steamer *Annie*—*Aster* grounded on Carolina Shoals.

Hall and his crew made every effort to refloat *Aster*, but failed. He then transferred his crew to *Berberry* and then, aided by his officers, put the torch to the ship which then blew up.

Asterion

A star in the constellation Canum Ven.

I

(AK-100: dp. 6,610; l. 382'2"; b. 46'1"; dr. 21'6"; s. 10 k.; cpl. 141; a. 4 4", 4 .50-cal. mg.; 4 .30-cal. Lewis mg.; 6 dcp.)

Evelyn—a steel-hulled, single-screw steamer—was laid down on 17 January 1912 by the Newport News (Va.) Shipbuilding and Dry Dock Co., for the A. H. Bull Steamship Line; launched on 9 May 1912; and delivered on 11 June 1912.

For the next 30 years, *Evelyn* operated between ports on the eastern seaboard of the United States and the West Indies, carrying passengers and freight. During World War I, she was inspected in the 3d Naval District on 9 January 1918, for possible naval service and was assigned the identification number, Id. No. 2228. However, she was not actually taken over. Remaining a merchantman, she received a Navy armed guard detachment who protected her between 31 January and 11 November 1918.

Acquired by the Navy from the Bull Line early in 1942, *Evelyn* was renamed *Asterion* and classified as a cargo ship, AK-100. That designation, however, was strictly a "cover," for *Asterion*, like her sister ship *Atik* (AK-101) (the former *Carolyn*) was to pursue the far more dangerous game of a "Q-ship." While this *ruse de guerre* had worked moderately well in World War I, it was at best a stop-gap measure adopted in the hope of ending a rash of sinkings of merchantmen in American coastal waters. Given a main battery, machine guns and depth-charge gear hidden in concealed positions, *Asterion* was placed in commission at the Portsmouth (N.H.) Navy Yard in early March 1942, Lt. Comdr. Glen W. Legwen, Jr., in command.

After brief sea trials, *Asterion* sailed for her assigned patrol area on 23 March 1942 in company at the outset with her sister ship *Atik*. The mission assigned each ship was to sail under the guise of a "tramp" steamer, proceeding independently, in the hope of luring a U-boat to the surface and destroying the submarine with gunfire before she could realize what was happening. Once out at sea, the two vessels parted company.

One day out, *Asterion* picked up a submarine contact on her underwater detection gear. Two days later, however, her radios

picked up ominous traffic. "*Carolyn*" (*Atik*) had been torpedoed. Then, after luring her assailant, *U-123*, to the surface with her "tramp" steamer guise, *Atik* had engaged the U-boat with gunfire, but succeeded only in wounding a German officer on the submarine's bridge before the German captain wisely broke off the action and cleared the area to await nightfall and a second crack at the Q-ship. *U-123* delivered the coup de grace that evening, and *Atik* exploded and sank. *Asterion* plodded immediately to *Atik's* assistance; but, when she arrived on the scene, found only wreckage. Not a man in *Atik's* crew had survived.

Arriving at Norfolk, Va., on 31 March 1942, *Asterion* set out for her second cruise on 4 April, and that afternoon witnessed the torpedoing of the tanker SS *Comol Rio* by *U-154*. A destroyer arrived on the scene shortly thereafter and took up the search after *Asterion* had picked up a sound contact.

Operating off Cape Hatteras, N.C., 10 days later, *Asterion* rescued the 55 men of the crew of a British merchantman that had been torpedoed earlier—saving even the captain's dog. She entered New York harbor on 18 April and there disembarked the sailors she had rescued, cautioning them not to tell anyone of what they had seen on board the "Q-ship."

Asterion's third cruise commenced on 4 May 1942 from New York, and she sailed between Key West and Norfolk, proceeding as an independently routed merchantman or as a straggler from a convoy. The fourth cruise commenced on 7 June 1942, and, due to increased submarine activity in the Gulf of Mexico, the "Q-ship" set course for those dangerous waters. Clearing New York, she sailed down the eastern seaboard, transited the Straits of Florida on 11 June, passed the Dry Tortugas on 14 June; and thence steamed to the Yucatan Channel. Then, after reversing course, she moved to the Mississippi River Delta whence she continued on a westerly course toward Galveston, Tex. She then returned to New York, and arrived there on 6 July.

Departing New York a fortnight later, *Asterion* went directly to Key West and then sailed north of the Bahamas to the Windward Passage. Returning to New York on 18 August, *Asterion* sailed at the end of the month for her sixth cruise, which took her through the waters that she had traversed on the fifth patrol. On 25 September 1942, she was redesignated AK-63. Commencing her seventh cruise on 18 November, the ship proceeded to Key West and, while there, carried out on 30 November with a friendly submarine.

On 2 December 1942, *Asterion* got underway for the British West Indies and, going via the Old Bahama Channel, followed the convoy route to Trinidad, patrolling to the westward of Aruba, in the Dutch West Indies. Departing Trinidad on the day after Christmas the ship headed home and arrived at New York on 10 January 1943.

Over the next few months, *Asterion* underwent an extensive overhaul, involving the strengthening of her whole structure and modification of her armament. Steaming to New London, Conn., on 4 September, *Asterion* operated with American submarines, in training. After returning briefly to New York, from 18 to 20 September, she resumed her training at New London before proceeding back to New York for post-shakedown availability. During the ensuing weeks, on 14 October 1943, Admiral King decided that—since the "Q-ship" effort had achieved nothing—*Asterion* should be assigned to other duties. On 16 December 1943, the venerable auxiliary and erstwhile "tramp" was ordered to proceed to Boston, Mass., where she reported to the Commandant, 1st Naval District, for transfer to the Coast Guard.

Turned over to that service and commissioned by it at Boston on 12 January 1944, *Asterion* (given the designation WAK-123) was converted for service as a weather ship. Ten days later, on 22 January 1944, her name was struck from the Naval Vessel Register. Based at Boston, *Asterion* performed duty as a weather patrol ship on Atlantic stations 3 and 4 until decommissioned on 20 July 1944 because of "age, condition of hull and machinery, and lack of speed." Turned over to the War Shipping Administration for disposal in April 1946, *Asterion* was sold to the Boston Metals Co. on 10 September 1946 and was subsequently scrapped.

Asterion (AK-63) earned one battle star for her World War II service.

II

(AF-63: dp. 12,130 (f.); l. 455'2"; b. 62'; dr. 28'6"; s. 17 k.; cpl. 56; cl. *Asterion*; T. VC2-S-AP3)

The second *Asterion* (AF-63) was laid down under a Maritime Commission contract (MCV hull 41) on 10 June 1944 at Los Angeles by the California Shipbuilding Corp., as *Arcadia Victory*. Launched on 27 July 1944 and sponsored by Mrs. James T. Wishart, *Arcadia Victory* was delivered to her operators, the American President Lines, on 3 September 1944. She operated under that shipping line's flag until laid up late in 1952.

Removed from the National Defense Reserve Fleet berthing area at Suisun Bay, Calif., on 7 November 1961, *Arcadia Victory* was acquired by the Navy from the Maritime Commission on 12 November 1961. Renamed *Asterion* and classified as a store ship, AF-63, on 4 December 1961, the ship was taken to the Willamette Iron and Steel Co. of Portland, Ore., where she underwent conversion to a refrigerated store ship.

Placed in service with the Military Sea Transportation Service (MSTS) (later Military Sealift Command, MSC) in September 1962 as USNS *Asterion* (T-AF-63), the ship operated in the MSTS (later, MSC), Pacific Area, delivering fresh and frozen foods to Pacific and Far Eastern ports. Early in her career, in 1963, she suffered minor damage to her bow in a collision off San Francisco with the Japanese freighter *Kokoku Maru*. Carrying "everything from steak and spuds, to mobile cranes and dynamite," *Asterion*—the winner of the MSTS "Smart Ship Award" in 1967—operated in the Pacific for the next decade; her ports of call ranged from Setthap, Thailand, and Saigon, South Vietnam, to Seattle, San Francisco, and Yokohama. As American involvement in the Vietnam War grew, *Asterion's* itinerary included the ports of Qui Nhon, Cam Ranh Bay, and Danang.

Asterion arrived at Yokohama on 8 June 1973 from her last voyage as a "reefer ship," and her name was struck from the Navy list on 15 June 1973. Transferred, at Yokohama, to the Maritime Administration for disposal, she was sold to N. W. Kennedy, Ltd., of Vancouver, British Columbia, Canada, on 31 August 1973.

Astoria

A city and port of entry in northwestern Oregon located on the southern bank at the mouth of the Columbia River. It is the seat of government for Clatsop County.

Omaha (q.v.), a screw sloop of war, was laid down as *Astoria* in 1867. However, before her commissioning in 1872, she was renamed *Omaha* on 10 August 1869.

I

(ScStr: dp. 7,150 (n.); lbp. 319'7"; b. 46' (wl.); dr. 20'1" (mean); s. 9.5 k.; cpl. 131; a. 4 3", 2 mg.)

The first *Astoria*—a steel-hulled, coal burning steam cargoman constructed in 1902 at Sunderland, England, by J. Blumer & Co. as SS *Burbo Bank* for the Fenwick Shipping Co., Ltd.—was acquired by Leonhardt & Blumberg of Hamburg, Germany, shortly before the beginning of World War I and was renamed SS *Frieda Leonhardt*. After the outbreak of hostilities, she took refuge in Jacksonville, Fla., and remained there until the United States entered the war against Germany in the spring of 1917. She was then seized by United States Customs officials and was turned over to the United States Shipping Board (USSB). Transferred to the Navy by an executive order dated 22 May 1917, the freighter was moved to Charleston, S. C., to be prepared in the navy yard there for naval service. Renamed *Astoria*, she completed conversion late in 1917 and was commissioned on 15 November 1917, Lt. Comdr. Warren F. Purdy, NNV, in command.

Assigned to the Naval Overseas Transportation Service, *Astoria* departed Charleston on 23 November for a voyage to Gulfport, Miss., and back; reentered Charleston on 19 December; and remained until the last day of the year when she got underway for Hampton Roads, Va. The ship loaded a cargo of Army supplies, put to sea on 26 January 1918, and reached the French coast early in February. On 15 February—while anchored in port at Brest, France—*Astoria* was rammed by the French ship SS *La Drome* and suffered damage which required several weeks of repairs before she could resume action.

On 10 May, the ship was assigned duty as a coal carrier for the Army. In that capacity, she shuttled between Cardiff, Wales,

and the French ports of Brest, St. Nazaire, and La Pallice for the remainder of the war and into 1919. After a stop at Queenstown, Ireland, between 2 and 22 February, she got underway for the United States and operated along the east coast until April 1919 when she began one more round-trip voyage to France. Upon her return, she resumed cargo-carrying operations out of Norfolk and continued that role through the end of 1919. She stood out of Norfolk, on 5 January 1920, and steamed through the Panama Canal to the west coast. During her 10 months of operations with the Pacific Fleet, she was classified AK-8 on 17 July 1920. On 11 November, the ship headed back toward the east coast. *Astoria* was decommissioned at Boston, Mass., on 20 April 1921; and she was sold on 20 December 1921 to Mr. Richard T. Green of Chelsea, Mass. Thereafter, the ship remained active in merchant service—under the names *Astoria* and, later, *Hartuelson*—for more than two decades. On 5 May 1943, she ran aground on Bantam Rock, Sheepscot Bar, Maine, and foundered.

II

(CA-34: dp. 9,950; l. 588'0"; b. 61'9" (l.); dr. 19'5" (mean); s. 32.7 k.; cpl. 899; a. 9 8", 8 5", 2 3-pdrs., 8 .50-cal. mg.; cl. *New Orleans*)

The second *Astoria* (CL-34) was laid down on 1 September 1930 at the Puget Sound Navy Yard; reclassified as a heavy cruiser, CA-34, on 1 July 1931; launched on 16 December 1933; sponsored by Miss Leila C. McKay, a descendant of one of the partners in the Astor expedition that founded Astoria, Ore.; and commissioned on 28 April 1934, Capt. Edmund S. Root in command.

During the summer of 1934, *Astoria* conducted a lengthy shake-down cruise in the course of which she voyaged extensively in the Pacific. In addition to the Hawaiian Islands, the heavy cruiser also visited Samoa, Fiji, Sydney in Australia, and Noumea on the island of New Caledonia. She returned to San Francisco on 25 September 1934. Between the fall of 1934 and February 1937, she operated as a unit of Cruiser Division (CruDiv) 7, Scouting Force, based at San Pedro, Calif. In February 1937, the warship was reassigned to CruDiv 6, though she continued to serve as an element of Scouting Force based at San Pedro. In both assignments, she carried out normal peacetime maneuvers the culmination of which came in the annual fleet problem that brought the entire United States Fleet together in a single, vast exercise.

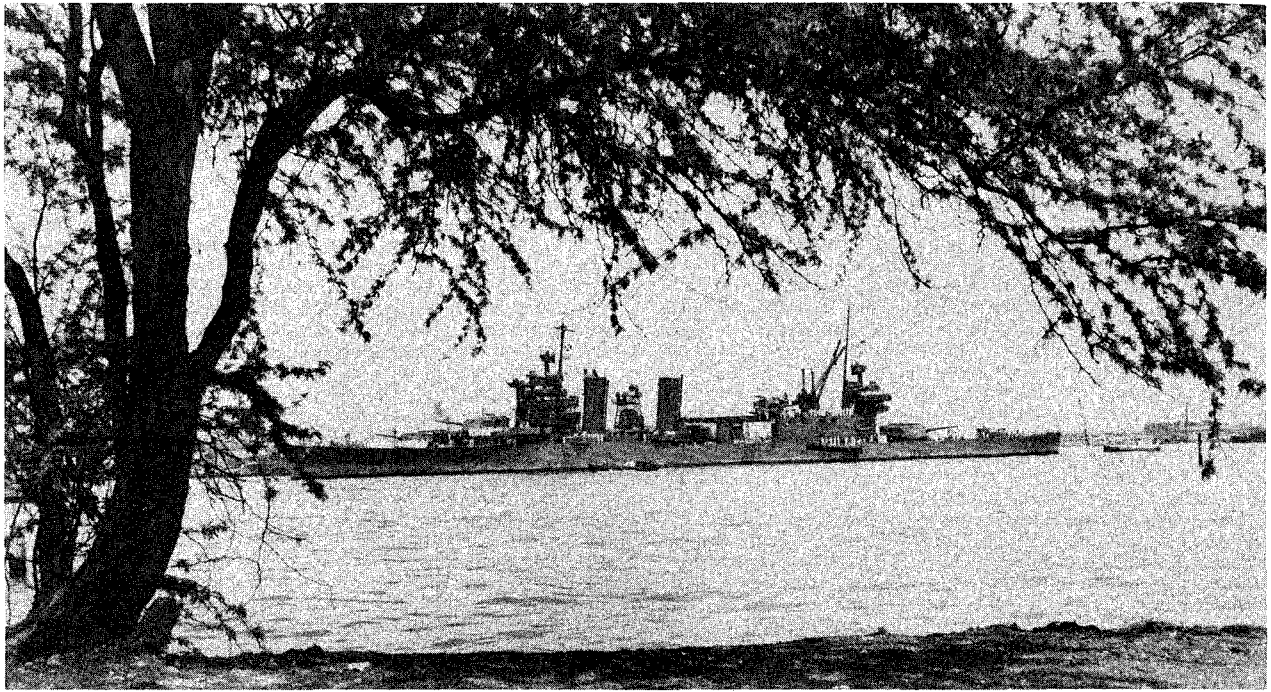
At the beginning of 1939, Fleet Problem XX concentrated the fleet in the West Indies, and, at its conclusion *Astoria* made a hasty departure from Culebra Island on 3 March 1939 and headed for Chesapeake Bay. After taking on a capacity load of stores and fuel at Norfolk, the heavy cruiser proceeded north to Annapolis, Md., where she embarked the remains of the former Japanese Ambassador to the United States, the late Hiroshi Saito, for the voyage to Japan, a gesture that expressed America's gratitude to the Japanese for returning the body of the late United States Ambassador to Japan, Edgar A. Bancroft, in one of their warships in 1925. *Astoria* sailed from Annapolis on 18 March 1939, Saito's ashes accompanied by Naokichi Kitazawa, Second Secretary of the Japanese Embassy in Washington.

Arriving in the Canal Zone soon thereafter, where "various high officials and a delegation from the Japanese colony in Panama paid their respects to Saito's ashes," *Astoria* got underway for Hawaii on 24 March. She moored at Honolulu on 4 April, the same day that Madame Saito and her two daughters arrived on board the passenger liner *Tatsuta Maru*. Two days later, the heavy cruiser left Diamond Head in her wake as she proceeded westward across the Pacific.

Accompanied by the destroyers *Hibiki*, *Sagiri*, and *Akatsuki*, *Astoria* steamed slowly into Yokohama harbor on 17 April, United States ensign at half-staff and the Japanese flag at the fore. The warship fired a 21-gun salute which was returned by the light cruiser *Kiso*. American sailors carried the ceremonial urn ashore that afternoon, and funeral ceremonies took place the following morning.

After the solemn state funeral, the Japanese showered lavish hospitality on the visiting cruiser and her men. Capt. Turner, for his part, pleased Ambassador to Japan Joseph C. Grew by his diplomatic role in the proceedings; the naval attache in Tokyo, Capt. Harold M. Bemis, later recorded that the choice of Turner for that delicate mission was "particularly fortunate. . . ."

Astoria sailed for Shanghai, China, on 26 April, and reached her destination on the morning of the 29th. She remained at



Astoria (CA-34) arrives at Pearl Harbor with Task Force 17, 27 May 1942, shortly before the Battle of Midway. Note her crew, in whites, at quarters, and a 50-foot motor launch being lowered by the port crane, in this view taken by Photographer 3d Class T. E. Collins, USN. (80-G-66118)

Shanghai until 1 May. After receiving Admiral Harry E. Yarnell, Commander in Chief, Asiatic Fleet, on board for a courtesy call that morning, *Astoria* put to sea for Hong Kong in the afternoon. Following the visit to Hong Kong, *Astoria* stopped briefly in the Philippines before continuing on to Guam. When she arrived at Guam early on the morning of 21 May, the heavy cruiser was called upon to assist *Penguin* (AM-33) and *Robert L. Barnes* (AG-27) in their successful effort to refloat the grounded Army transport USAT *U. S. Grant*. Soon thereafter, *Astoria* joined the search for the noted author and adventurer, Richard Halliburton, and the companions with whom he had attempted the voyage from San Francisco for Hong Kong in his Chinese junk, *Sea Dragon*. The cruiser combed more than 152,000 square miles of the Pacific, without success, before she discontinued the search on 29 May.

Assigned to the Hawaiian Detachment in October 1939, *Astoria* changed home ports from San Pedro, Calif., to Pearl Harbor. The following spring, she participated in Fleet Problem XXI, the last of those major annual exercises that brought the entire United States Fleet together to be conducted before World War II engulfed the United States. The maneuvers took place in Hawaiian waters, and, instead of returning to the west coast at their conclusion, the bulk of the fleet joined *Astoria* and the Hawaiian Detachment in making Pearl Harbor its base of operations.

On 2 April 1941, *Astoria* departed Pearl Harbor for the west coast of the United States. She reached Long Beach on 8 April and entered the Mare Island Navy Yard on the 13th. During her refit, she received quadruple-mount 1.1-inch antiaircraft machineguns and a pedestal fitted at her foremast in anticipation of the imminent installation of the new air-search radar. Emerging from the yard on 11 July 1941, the heavy cruiser sailed for Long Beach on the 15th. Later shifting to San Pedro, *Astoria* sailed for Pearl Harbor on 24 July 1941.

Following her return to Hawaii on 31 July, *Astoria* operated between Oahu and Midway through early September. That autumn, the specter of German raiders on the prowl in the Pacific prompted the Navy to convoy its ships bound for Guam and the Philippines. *Astoria* escorted *Henderson* (AP-1) to Manila and thence to Guam, before returning to Pearl Harbor on 29 October.

Local patrols and training, alternated with upkeep in port, occupied *Astoria* during the final five weeks of peace.

After rising tensions in the Pacific intensified his concern over the defenses of his outlying bases at the beginning of December 1941, Admiral Husband E. Kimmel, Commander in Chief, Pacific Fleet/United States Fleet, ordered reinforcements, in the form of Marine Corps planes, to be ferried to Wake Island and Midway. *Astoria* put to sea on 5 December in the screen of Rear Admiral John H. Newton's Task Force (TF) 12 built around *Lexington* (CV-2). Once the task force reached open sea, *Lexington's* air group and the 18 Vought SB2U-3 "Vindicators" from Marine Scout Bombing Squadron (VMSB) 231 bound for Midway landed on the carrier's flight deck.

When the Japanese attacked the Pacific Fleet at Pearl Harbor on the morning of 7 December, *Astoria* was some 700 miles west of Hawaii steaming toward Midway with TF 12. At 0900 the following day, the heavy cruiser *Indianapolis* (CA-35), flagship of Vice Admiral Wilson Brown, Commander, Scouting Force, joined up with TF 12, and Brown assumed command. Its ferry mission cancelled, TF 12 spent the next few days searching an area to the southwest of Oahu, "with instructions to intercept and destroy any enemy ship in the vicinity of Pearl Harbor. . . ."

The cruiser reentered Pearl Harbor with the *Lexington* force on 13 December, but she returned to sea on the 16th to rendezvous with and screen a convoy, the oiler *Neches* (AO-5) and the seaplane tender *Tangier* (AV-8)—the abortive Wake Island relief expedition. When that island fell to the Japanese on 23 December, however, the force was recalled. *Astoria* remained at sea until the afternoon of 29 December when she arrived back at Oahu.

Astoria departed Pearl Harbor again on the morning of 31 December 1941 with TF 11, formed around *Saratoga* (CV-3), and remained at sea into the second week of January 1942. On 11 January, the Japanese submarine *I-6* torpedoed the carrier, forcing her retirement to Pearl Harbor. *Astoria* and her colleagues in the task force saw the crippled carrier safely into port on the morning of 13 January 1942.

After a brief respite at Pearl Harbor, *Astoria* returned to sea on 19 January with TF 11—the carrier *Lexington* (CV-2) escorted by *Chicago* (CA-29), *Minneapolis* and nine destroyers—to "conduct an offensive patrol northeast of the Kingman-Christmas

Island line." On the afternoon of the 21st, however, TF 11 received orders to rendezvous with *Neches*, and then to conduct an air raid on Wake Island, followed by a surface bombardment "if practicable." Dispatches intercepted on the 23d, however, revealed that *Neches* had fallen victim to a Japanese submarine, identified later as I-172. Without the oiler's precious cargo of fuel, TF 11 could not execute the planned strike. Ordered back to Oahu, the task force reentered Pearl Harbor on the morning of 24 January.

On 16 February, *Astoria* put back to sea for what proved to be an extended cruise in the southwestern Pacific with TF 17, built around *Yorktown* (CV-5) and comprising *Louisville* (CA-28), *Sims* (DD-409), *Anderson* (DD-411), *Hammann* (DD-412), *Walke* (DD-416), and the oiler *Guadalupe* (AO-32), all under the command of Rear Admiral Frank Jack Fletcher. Initially, TF 17's orders called for operations in the vicinity of Canton Island. However, after the Japanese discovered TF 11 on its way to attack their important new base at Rabaul and sent a determined raid which hit the *Lexington* task force off Bougainville on 20 February 1942, Vice Admiral Brown asked for a second carrier to strengthen his force for another crack at Rabaul. Accordingly, TF 17 received orders to aid Brown in that attempt, and *Astoria* steamed with *Yorktown* to a rendezvous with TF 11 that took place southwest of the New Hebrides on 6 March.

The combined force, under Brown, stood toward Rabaul until the Japanese landings at Lae and Salamaua, New Guinea, prompted a change of plans. Late on 8 March, Brown and his staff decided to shift objectives and attack the two new enemy beachheads by launching planes from the Gulf of Papua in the south and sending them across the width of New Guinea to the targets on the northern coast. *Astoria*, meanwhile, joined a surface force made up of *Chicago*, *Louisville*, *HMAS Australia*, and four destroyers, *Anderson*, *Hammann*, *Hughes* (DD-410), and *Sims* under the command of Rear Admiral John G. Crace, RN, that Brown detached to operate in the waters off Rossel Island in the Louisiade Archipelago. The heavy cruiser and the other warships of that force carried out a threefold mission. They secured the carriers' right flank during their operations in the Gulf of Papua; they shielded Port Moresby from any new enemy thrust; and they covered the arrival of Army troops at Noumea.

The raids on Lae and Salamaua, conducted by 104 planes from *Yorktown* and *Lexington* on 10 March 1942 proved devastating to the Japanese, causing heavy damage to their already depleted amphibious forces by sinking three transports and a minesweeper, as well as damaging a light cruiser, a large minelayer, three destroyers and a seaplane carrier. More importantly, the attack delayed the Japanese timetable for conquest in the Solomons and prompted them to send aircraft carriers to cover the operation. The delay, which also allowed the United States Navy time to marshal its forces, coupled with the dispatch of Japanese carriers led to the confrontation in the Coral Sea.

Astoria rejoined TF 17 on 14 March and patrolled the Coral Sea for the rest of March. At sea continuously since 16 February, *Astoria* began to run low on provisions, so Rear Admiral Fletcher detached her to replenish from *Bridge* (AF-1) at Noumea along with *Portland* (CA-33), *Hughes* and *Walke*. Arriving on 1 April, the cruiser remained there only briefly, returning to sea the following day. The warship marched and countermarched across the Coral Sea for two weeks before TF 17 headed for Tongatabu, where she and the *Yorktown* force spent the week 20 to 27 April.

About this time, intelligence reports convinced Admiral Nimitz that the enemy sought to take Port Moresby, on the southeastern coast of New Guinea, and he resolved to thwart those designs. He sent TF 11, built around a refurbished *Lexington* and led by a new commander, Rear Admiral Aubrey W. Fitch, to join Fletcher's TF 17 in the Coral Sea. *Astoria* returned to sea with TF 17 on 27 April to rendezvous with TF 11. The two carrier task forces met in the eastern Coral Sea early on the morning of 1 May.

Late in the afternoon of 3 May, Rear Admiral Fletcher received word of the Japanese occupation of Tulagi in the Solomons. *Astoria* screened *Yorktown* the following day as the carrier launched three raids on the enemy ships off Tulagi. Admiral Fletcher first considered sending *Astoria* and *Chester* (CA-27) to finish off the crippled ships at Tulagi with surface gunnery, but demurred and kept his force concentrated in anticipation of further action.

Next came a two-day lull on 5 and 6 May, during which TF 17 fueled in preparation for the impending battle. *Astoria* screened

Yorktown on the 7th as her planes joined those from *Lexington* in searches and strikes that located and sank the Japanese light carrier *Shoho*. Japanese planes, however, located and sank the oiler *Neosho* (AO-23) and her escort, *Sims*.

Fletcher's carriers launched aircraft again early on the morning of 8 May, while *Astoria* and the other units of the screen prepared their antiaircraft batteries to meet the retaliation expected from Japanese carriers *Zuikaku* and *Shokaku*. Enemy planes found TF 17 just before 1100 that morning and quickly charged to the attack. Almost simultaneously, planes from *Yorktown* and *Lexington* deployed to attack the enemy task force.

The Japanese aviators concentrated almost exclusively on the American carriers as the two drew apart with their respective screening ships, ultimately putting some six to eight miles of ocean between them by the end of the battle. Torpedo planes opened the first phase of the attack, while torpedo planes and dive bombers coordinated attacks in the second phase.

The battle action on 8 May, as *Astoria*'s executive officer, Comdr. Chauncey R. Crutcher, recounted, "was short and was accompanied by intense anti-aircraft fire against a determined enemy. . . ." *Astoria* assisted in putting up a protective barrage over *Lexington* at the outset, and then, after the task forces separated, shifted to the antiaircraft umbrella over *Yorktown*. Her gunners claimed to have splashed at least four enemy planes in the attack that "seemed to end as suddenly as it had started."

At about 1245, *Lexington*—heavily damaged though apparently in satisfactory condition afloat and underway—suffered severe internal explosions that rang her death knell. Fires raged out of control and, by 1630, her engines stopped. Ninety minutes later, Capt. Frederick C. Sherman ordered the ship abandoned. Once rescue operations were completed, and *Lexington*'s end was hastened by torpedoes from *Phelps* (DD-361), TF 17 began a slow retirement from the Coral Sea, having suffered heavy losses but also having inflicted a decisive strategic defeat on the Japanese by barring the Port Moresby invasion.

Astoria set course for Noumea along with *Minneapolis* (CA-36), *New Orleans* (CA-32), *Anderson*, *Hammann*, *Morris*, and *Russell*. That force reached its destination on 12 May but remained only overnight. On the 13th, she and the other warships got underway for Pearl Harbor, via Tongatabu, and arrived at Oahu on 27 May.

The heavy cruiser remained in Pearl Harbor only until the 30th. On that day, she returned to sea with the hastily repaired *Yorktown* to prepare to meet yet another major thrust by the Japanese fleet—this one aimed at Midway. Air searches from that island spotted the enemy's Midway Occupation Force—made up of transports, minesweepers, and two seaplane carriers—early on 3 June, but the enemy carrier force eluded detection until early in the morning of the 4th. The heavy cruiser screened *Yorktown* as the carrier began launching strike aircraft at about 0840. While the planes droned off to make their contribution to the destruction of the Japanese carrier force, *Astoria* and her colleagues prepared for the inevitable Japanese reply.

The counterstroke, however, did not come until a few minutes before noon as *Yorktown*'s victorious aviators began to return to their ship. Eighteen Aichi D3A1 Type 99 dive bombers ("Vals") came in to attack the carrier. Grumman F4F-4 "Wildcat" pilots from Fighting Squadron (VF) 3 accounted for 10 of the intruders, but eight others managed to penetrate the combat air patrol (CAP). *Astoria* teamed up with *Portland* and the screening destroyers to splash another two of the attackers. The remaining six, however, succeeded in attacking *Yorktown*, and three of those scored hits. One of the three hit the carrier's stack, causing fires in her uptakes that literally smoked Rear Admiral Fletcher and his staff out of flag plot. At about 1310, he shifted his flag to *Astoria*.

Yorktown's damage control parties worked feverishly; and, by 1340, she was again underway under her own power but turning only 18 to 20 knots. At about 1430, the second attack—composed of 10 Nakajima B5N2 Type 97 torpedo bombers escorted by six "Zero" fighters—came in and eluded the weak CAP. *Astoria* and the other ships of the screen attempted to discourage attacks from four different directions by bringing every gun to bear and firing them into the sea to throw curtains of water into the path of the attackers. Nevertheless, four of the "Kates" made good their attack and released their torpedoes within 500 yards range. *Yorktown* dodged two, but the other two scored hits which stopped the ship again. By 1500, the order to abandon ship went out. *Astoria* called away lifeboats to assist in the rescue of *Yorktown*'s survivors. That night, the heavy cruiser retired east-